Approved For Release 2007/09/25 : CIA-RDP75B00326R000200130032-4

FORM 9-72 2820 USE PREVIOUS ED (44)

CLASSIFIED MESSAGE

FILE INFO

REPRODUCTION PROHIBITED 21 JUN 73 23 32z

ACTION											
	1	1132761 DOPS		6			11			16	
	2	SRS		7		DPT	12			17	
	3	DSA		8			13			18	
	4	EOCM		9			14			19	25X1
	5	"		10			15			20	

JMANS E C R E T R 2124Z JUN 73 CITE [redacted] 25X1

[redacted] 25X1

Some th... 25X1
Ops is working up
a comparison on this 25X1
as req. Brief cl...

[redacted] DPS

25X1 REF: [redacted]

SUBJ: FLYING HOUR PROGRAMS

1. WE HAVE REVIEWED OUR FLYING PROGRAM IN RESPONSE TO REF MSG AND DETERMINED THE FOLLOWING INFORMATION APPROPRIATE FOR YOUR CONSIDERATION. THE BASIC CRITERIA USED INCLUDES THE TIME ASSOCIATED WITH PILOTS INITIAL AIRCRAFT CHECK-OUTS, PASSENGER CARRYING QUALIFICATIONS, CONTINUATION TRAINING (PROFICIENCY), SAFETY, STANDARDIZATION CHECKS, INSTRUCTOR QUALIFICATIONS, AND MISSION SUPPORT REQUIREMENTS. THE PROJECTION IS MADE FOR ANNUAL REQUIREMENTS BASED UPON APPROPRIATE DIRECTIVES, OUR BEST EXPERIENCE, AND AVAILABLE RECORDS.

2. DESIRED FLYING HOUR PROGRAM:

A. O-2 AIRCRAFT

MISSION	HOURS
(1) PROFICIENCY	
(A) INITIAL CHECK-OUTS	60
(B) PAX QUALIFICATIONS	190
(C) CONTINUATION TRAINING	320
(2) INSTRUCTOR REQUIREMENTS	80
(3) MISSION SUPPORT REQUIREMENTS	330
TOTAL	980

Approved For Release 2007/09/25 : CIA-RDP75B00326R000200130032-4

Approved For Release 2007/09/25 : CIA-RDP75B00326R000200130032-4

FORM 9-72 2820 USE PREVIOUS EDITIONS (44)

CLASSIFIED MESSAGE

FILE INFO

REPRODUCTION PROHIBITED

ACTION	1		6		11		16	
	2		7		12		17	
	3		8		13		18	
	4		9		14		19	
	5		10		15		20	

25X1

PAGE 2 [redacted] S E C R E T

JUSTIFICATION: THE U-2 IS THE PRIMARY AIRCRAFT USED TO FLY

[redacted] ILLEGIB

IS ALSO USED TO SUPPORT ASSIGNED NAVIGATOR PROFICIENCY

REQUIREMENTS, PICKUP SYSTEMS TAPES [redacted] AND TO SUPPORT U-2 25X1

CHASE REQUIREMENTS. TO DATE, SEVEN OF THE EIGHT ASSIGNED PILOTS

HAVE MAINTAINED DUAL CURRENCY IN ORDER TO ADEQUATELY MEET THIS

COMMITMENT. TO ACCOMPLISH THE OVERALL REQUIREMENT, PILOTS MUST

INITIALLY CHECK-OUT IN THE AIRCRAFT AND ACHIEVE PASSENGER

CARRYING QUALIFICATION STATUS (50 HRS: PHD) AS SOON AS POSSIBLE.

THEREAFTER PHD PROFICIENCY REQUIREMENTS APPLY (25 HRS/6 MOS); HOWEVER,

IN VIEW OF THE VIP STATUS OF THE MAJORITY OF PASSENGERS INVOLVED

WE HAVE PRUDENTLY MAINTEAINED APPROXIMATELY TWICE THIS AMOUNT.

THE FLYING TIME INVOLVED APPROXIMATES OUR MISSION COMMITMENT AND

THEREFORE COMES AT NO EXPENSE. ADDITIONAL FLYING TIME IS

REQUIRED FOR THE INSTRUCTOR PILOTS TO ADMINSTER STAN EVAL

AND INSTRUMENT CHECKS, CONDUCT INITIAL CHECKOUTS, AND

MAINTAIN THE DEGREE OF PROFICIENCY APPROPRIATE FOR AN INSTRUCTOR.

B. T-37 AIRCRAFT:

MISSION	HOURS
(1) PROFICIENCY	5??
(2) INITIAL CHECKOUTS	

ILLEGIB [redacted]

Approved For Release 2007/09/25 : CIA-RDP75B00326R000200130032-4

USE PREVIOUS
ED
9-72 2820
Approved For Release 2007/09/25 : CIA-RDP75B00326R000200130032-4

CLASSIFIED MESSAGE

FILE INFO

REPRODUCTION PROHIBITED

ACTION	1		6		11		16	
	2		7		12		17	
	3		8		13		18	
	4		9		14		19	
	5		10		15		20	

25X1 PAGE 3 [redacted] S E C R E T

XXXXXXXXXXXX

(1) MISSION SUPPORT XXXX

(2) INSTRUCTOR XXXX 1XX

TOTAL 6XX

JUSTIFICATION: THE T-37'S ARE FLOWN BY ALL (SEVEN) ASSIGNED MILITARY PILOTS AND FIVE DRIVERS. THE AIRCRAFT ARE PRIMARILY USED FOR THE PILOTS TO MAINTAIN PROFICIENCY IN JET AIRCRAFT. ADDITIONALLY THEY ARE USED TO PICKUP TAPES FROM [redacted] AND SUPPORT O-2 CHASE 25X1
REQUIREMENTS. INSTRUCTOR PILOTS REQUIRE ADDITIONAL TIME TO PHD REQUIREMENTS IN ORDER TO CHECK OUT NEW PILOTS, ADMINSTER REQUIRED FLIGHT CHECKS, [redacted] TRAINING, AND MAINTAIN 25X1
ACCEPTABLE INSTRUCTOR PROFICIENCY. MISSION SUPPORT REQUIREMENTS CAN BE COMBINED WITH PROFICIENCY FLIGHTS PROVIDING THE SUPPORT REQUIREMENTS REMAIN A SMALL PORTION OF THE FLYING COMMITMENT.

3. MINIMUM FLYING HOUR PROGRAM

A. O-2 AIRCRAFT. THE DESIRED FLYING PROGRAM DESCRIBED ABOVE WAS DEVELOPED AS A COMPOSITE OF THE REQUIREMENTS RESULTING FROM PHD MINIMUMS, MISSION SUPPORT REQUIREMENTS, AND ADDITIONAL TIME FOR INSTRUCTOR PROFICIENCY REQUIREMENTS SO A REDUCTION TO THIS ILLEGIB TOTAL COULD BE ACHIEVED IF THESE HOUR CRITERIA FOR PASSENGER

[redacted]

Approved For Release 2007/09/25 : CIA-RDP75B00326R000200130032-4

Approved For Release 2007/09/25 : CIA-RDP75B00326R000200130032-4

CLASSIFIED MESSAGE

FILE INFO

REPRODUCTION PROHIBITED								
ACTION	1		6		11		16	
	2		7		12		17	
	3		8		13		18	
	4		9		14		19	
	5		10		15		20	

25X1
ILLEGIB

IS ENROUTE TO YOUR NO. IF THE PROPOSED REDUCTION FROM 5K HOURS TO

[redacted]

HOUR PROGRAM OF 335 HRS. IN THIS INSTANCE, WE ARE PROJECTING THE CHANGE OVER OF FIVE O-2 PILOTS DURING FY74; THEREFORE, A POTENTIAL REDUCTION OF 125 HOURS IS REPRESENTED. WE SEE NO DETRIMENTAL IMPACT TO THIS PROPOSAL.

B. T-3-7 AIRCRAFT. NO CHANGE FROM ABOVE.

4. ABSOLUTE MINIMUM ACCEPTABLE FLYING HOUR PROGRAM

A. O-2 AIRCRAFT. THE ABSOLUTE MINIMUM PROGRAM WOULD BE 335 HOURS. THIS WOULD ALLOW PILOTS TO ACHIEVE MINIMUM PHD FLYING REQUIREMENTS; HOWEVER, A SEVERE DEGRADATION WOULD RESULT IN OUR ABILITY TO MEET MISSION SUPPORT REQUIREMENTS,

25X1 I.E., PASSENGER DELIVERIES AND [redacted]

B. T-37 AIRCRAFT. THE ABSOLUTE MINIMUM PROGRAM WOULD BE 500 HOURS. THIS WOULD ELIMINATE THE ADDITIONAL TIME ALLOCATED TO IPS WHICH WOULD JEOPARDIZE SAFETY, SLOW DOWN THE CHECKOUT PROGRAM, AND POSSIBLY IMPACT THE CAREER DEVELOPMENT OF SOME OF THE ASSIGNED MILITARY OFFICERS.

E-2 IMPDET

SECRET

ST

Approved For Release 2007/09/25 : CIA-RDP75B00326R000200130032-4